AMENDMENTS TO THE SPECIFICATION

Please amend the title of the invention as follows:

"A Motor Vehicle Headlight ~~Comprising Improved Means of Linking to the Chassis of the Vehicle~~ and Frangible Support"

Please amend the paragraph on Page 2, Lines 8-13, of the specification as follows:

"On the one hand, the safety that they guarantee to the pedestrian can be enhanced, in particular, in relation to the new standards ~~as regards~~ in regard to passive safety, which are defined by bodies such as the EEVC (European Enhanced Vehicle-Safety Committee) or the Euro NCAP (European New Car Assessment Program)."

Please amend the paragraph on Page 2, Lines 17-23, of the specification as follows:

"On the other hand, the known solutions are rather complex and involve, for the most part, a thorough revision of the general design of the ~~headlight, this requiring~~ headlight. This requires relatively considerable human, technical, and financial means, ~~and~~ as well as giving rise to fine-tuning schedules that are often incompatible with the demands of automobile manufacturers."

Please amend the paragraph bridging Pages Page 2 and 3 of the specification, i.e., Page 2, Line 28, through Page 3, Line 2, as follows:

"The invention is aimed in particular at alleviating the aforesaid draw backs of the known ~~headlights and in~~ headlights. In satisfying the new passive safety standards, by proposing a headlight which is ~~at one and the same time~~ both compact and of relatively simple design, and ~~which~~ while meeting the usual demands in terms if lighting and esthetics, improves the safety of pedestrians in the event of an impact."

Please amend the paragraph on Page 4, Lines 1-10, of the specification as follows:

"According to another embodiment, the linking means comprise, on the one hand, a fixing ~~cleat, one~~ cleat. One end or zone of which is able to recoil in the event of an impact, and in particular, by successive steps, in a discrete manner, in particular in a ~~runner and on~~ runner. On the other hand, the linking means comprise a row of stops able to be broken successively by said end/zone of the

cleat during an impact suffered by the headlight. (Preferably, during normal use, said end or zone is not movable in the element of runner type)."

Please add the following paragraphs to the "BRIEF DESCRIPTION OF THE DRAWINGS SECTION" on Page 6, between Lines 23 and 24, as follows:

"- figure 11 is a sectional detail elevation view partially illustrating the motor vehicle headlight, furnished with frangible means of linking the casing of the headlight to a chassis, according to a fifth embodiment where these means comprise fixing cleats with rupture zones;

- figure 11A is a sectional detail elevation view partially illustrating the headlight of figure 11, with fixing cleats with rupture zones - still in tact - interposed between the casing of the headlight and the chassis;

- figure 11B is a sectional detail elevation view partially illustrating the headlight of figure 11, with fixing cleats with rupture zones - still in tact - is interposed between the casing of the headlight and the chassis, and also utilizing an energy absorbing compressible element or elements;

- figure 12 is a view similar to figure 11, illustrating the fixing cleats embedded in the compressible member enhancing rigidity and allowing localized stress in the rupture zones;

- figure 13 is a view similar to figures 11, illustrating the compressible member encroaching on the internal volume of the motor vehicle headlight;

- figure 14 is a view of a modified tearable linking cleat with a succession of frangible bridges, but the traction force thereon is exerted on one end without returning/unfurling motion of a part of the cleat;

- figure 15 is a view showing half of a modified tearable linking cleat that does not have any successively breaking frangible bridges, but instead progressively tears along two notches;

- figure 16 is a perspective view illustrating the cleat after impact, the cleat being torn and all the frangible bridges having broken on the after the other;

- figure 17 illustrates the results of the trials in which HIC values are represented along the abscissa and the trial numbers are represented alone the ordinate."

Please amend the paragraph on Page 9, Lines 7-14, of the specification as follows:

"When in the course of an impact suffered by the headlight 1 and the force exerted by the casing 2 on the collar 21a exceeds ~~this~~ a threshold value, the bearing of the cleat 9 against the collar 21a causes, at the junction of the latter and of the shank 17, the appearance of a shear stress that causes the tearing of the collar 21a ~~(cf. figure 3), the~~ (cf. figure 3). The rupturing of which absorbs ~~part at least~~ at least part of the energy of the impact."

Please amend the paragraph on Page 10, Lines 23-27, of the specification as follows:

"~~The or each~~ Each fixing cleat 22 comprises, on the one hand, a base part 23 via which it is mounted on the casing 2. This base 23 comprises two parallel branches 24, 25 joined by a core 26 which is perpendicular to them, so that the base 23 exhibits a U-shaped profile."

Please amend the paragraph on Page 13, Lines 1-8, of the specification as follows:

"~~The or each~~ Each fixing member 39, which takes the form of a monoblock cleat made by blanking and bending of sheet metal, comprises a base part 40 fixed to the casing 2, as well as a cleat 41 for fixing the chassis 2, which cleat 41 is connected to the base 40 by a series 42 of frangible bridges capable of breaking under the effect of a traction exerted by the base 40 or by the cleat 41."

Please amend the paragraph on Page 13, Lines 15-23, of the specification as follows:

"The cleat 41 exhibits a U-shaped profile, and comprises two substantially parallel branches 47, ~~48, a first~~ 48. A first branch 47 of which runs longitudinally in the plane of the base 40 between the wings 43, 44 to which it is connected, on either side, by two parallel series 42 of frangible bridges 42a to ~~42d, and the second~~ 42d. The second branch 48 of which runs parallel and plumb with the first 47, to which it is connected by a curved core 49 which projects from the plane of the base 40 away from the casing 2."

Please amend the paragraph bridging Pages 17 and 18 of the specification, i.e., the paragraph from Page 17, Line 30, to Page 18, Line 14, as follows:

"This is a trial according to the invention: the headlight was fixed on the jig with a fixing cleat as represented in figures 7, 8 and 9. Very slight modifications were made to the cleat of figure 7: the holes at the level of the frangible bridges are not of square cross section, but of circular cross section, the end of the part 48 is extended by a perpendicular additional wall which facilitates attachment by screwing, the parts 43, 44 are not fixed with the aid of rails but by screws distributed along their lengths. The cleat is made of stainless steel, its length is around 45 mm, the width of each "rail" 44, 43 is around 8 mm, the width of the folded-back middle part 41 is around 20 mm, and its radius of curvature at the level of the zone 49 is around 5 mm. The thickness of the cleat is around 1 mm. Figure 16 ~~is a photo representing~~ is an illustration representing the cleat according to this trial after the impact, the cleat therefore being torn, all the frangible bridges having been broken one after the other."